

PRESIDENT OFF TO THE WEST.

SEES THE HORSESHOE CURVE FROM AN ENGINE CAB.

Only One Speech Yesterday, and That Unexpected—Talk to the Pennsylvania Legislature—Make-up of the Special Train and Party in Chicago To-day.

PITTSBURGH, April 1.—President Roosevelt broke the monotony of his otherwise uneventful journey across the State of Pennsylvania to-day by taking a fifty-mile ride on the engine of the Pennsylvania Railroad.

As the train was running into Altoona, Trainmaster Keyser of the Pennsylvania, who had just been introduced to the President, asked him if he wanted an engine ride. The President, who had kept his nose in a book all day, was very sure that he did.

As soon as the train stopped he disembarked a considerable crowd that was gathering in hopes of a speech, by climbing down from the rear platform of his car and striking out on the platform for the front of the train. He found two engines there. He was for riding on the first one, but learned that it was to be taken off at Gallatin, where the road crosses the crest of the Alleghenies.

The train moved off with the crowd of railroad men and their wives and children, who make up most of Altoona's population, cheering like mad.

The cab was pretty well crowded. Besides the President, Secretary Loom and Mr. Keyser, there were in it the regular engineer, Robert McLaren, who is put on the President's train for additional safety.

The first part of the fifty miles took the President around the famous Horseshoe Curve. He exchanged greetings with the crew of a freight train which was overtaken in the same direction, right in the middle of the curve.

Going to the opportunity for conversation in the cab of an engine which is quivering and puffing up a heavy grade, especially when a man is saving his voice for two months of speechmaking, the President found a chance to have his joke with the fireman, H. W. Hunter, who was throwing coal into the firebox. The President looked down during a breathing spell and shouted to him:

"Hunter," he said, "I suppose I ought to take my turn at shovelling coal. You know I am a member of your union in good standing."

Hunter grinned until the soot on his face cracked, and made as though to surrender the shovel.

"No," laughed the President, "I'm somewhat out of practice."

As the train reached the seven-eighths-of-a-mile-long tunnel at the end of the ride, Mr. Keyser suggested that a stop be made long enough for the President to get back to his car. The President, who was rather like to go through the tunnel, rather than to go through the smoke and soot of the engine, declined the offer.

The President made one speech during the day. It was at Harrisburg, where the Legislature came down to the train in a body, along with the Mayor and the City Council. The President was introduced by the President of the Senate, E. C. Ketchum, who told the Legislature that the President was a member of the Pennsylvania Railroad.

We wish to express to you our greeting for the labor interests of Pennsylvania, and to assure you that we are very much interested in the welfare of the people of this State, and that we are very much interested in the welfare of the people of this State.

The President said in part:

I am very greatly touched and pleased by this greeting, a wholly unexpected one. I found that the people of this State were very much interested in me. I feel rather than a member of your union in good standing."

The President's train left Washington at a few minutes past five o'clock this morning. The President was accompanied by Secretary Loom, Hitchcock and Cortelyou, Capt. Cowles and Col. Bingham saw the President of Cortelyou, who was accompanied by the President of the Pennsylvania Railroad, who was accompanied by the President of the Pennsylvania Railroad.

The President's train is one of six cars. The first is a baggage car of ample size to hold the Yellowstone and Arizona clothing of the thirty or more persons who are to accompany the President on his tour.

The next is the combination car, Atlantic, a luxurious mahogany-fitted and leather-upholstered car, in which are combined a buffet, bar, smoking and electric lighting plant for the train and some additional baggage room.

The sleeper carries the representatives of the three press associations and the photographers of the weekly press. The dining car is a regular Pullman diner of the latest type.

In the compartment car Texas are John Burroughs, the naturalist, who is to accompany the President on his tour of the Yellowstone and Yosemite parks, and most of the White House staff, including Surgeon-General Riser.

The President's car is the Elysian. Besides the President, Secretary Loom and Secretary Cortelyou are rooms in it. The President will reach Chicago at 9 o'clock to-morrow morning, and he will make three speeches during the day and evening.

WASHINGTON, April 1.—It was about fifteen minutes past five o'clock this morning when the President arrived at the Pennsylvania Railroad station. As he passed down the platform he stopped a moment to shake hands with several pretty schoolgirls who had just left an incoming suburban train.

When he saw Baron Speck von Sternburg, the German Ambassador, who had become well-known to the President, he extended his hand to the Ambassador, saying:

"Why, Baron, I am delighted to see you here this morning. It is so lovely of you to come here to tell me good-bye. It is so lovely of you."

"Yes, sir, I hope you will have a pleasant time," replied Baron Speck von Sternburg.

The President exclaimed: "Baron, we will have some long, delightful horseback rides when I get back. We will go to the riding horse whenever he wants him."

Baron von Sternburg explained to the President that his horses had not yet reached this country.

"Take mine. Ride him as often as you please," and turning to Mrs. Cowles, his sister, he said: "Let the Baron have my riding horse whenever he wants him."

President Roosevelt then turned to Secretary Cortelyou, saying: "How can I leave you here alone during this horrible frost? Be careful and do not let them hurt you while I am gone."

GREAT PLAN TO AID IRELAND.

Lord Iveagh and Mr. Pirrie to Furnish Capital to Develop Transportation.

Special Cable Dispatch to THE SUN.

LONDON, April 1.—Mr. Wyndham, Chief Secretary for Ireland, announced in the House of Commons to-day that Lord Iveagh and the Rt. Hon. William Pirrie, chairman of the Harland & Wolff Shipbuilding Company of Belfast, have undertaken jointly a great scheme to develop transportation throughout Ireland. They were led to take this action by the prospect of a happier social condition in Ireland and by the possibilities opened up by the Irish Land bill.

Mr. Wyndham added that their object was not to make money, but to facilitate patriotically organized transportation to agricultural communities and to consider the possibilities of aiding industrial and agrarian enterprises. They were prepared to contribute the capital themselves, and did not ask public aid. Beginning in certain districts they would watch results and base thereon the future development of their scheme, which includes the use of the most modern scientific inventions.

Mr. Wyndham concluded: "Nothing so hopeful and businesslike has been done in Ireland since the days of its industrial prosperity at the end of the eighteenth century. Two captains of industry from Dublin and Belfast, recognizing Ireland as their country, will devote their wealth and business ability to assist Ireland without regard to political divisions. This is a matter of deep significance, and goes a long way to justify what the Government is attempting to do with public money."

Mr. Wyndham also announced a new bill, the effect of which will be to bestow upon Ireland £195,000 annually as the equivalent of what England receives under the Education bill. Part of the money will be used to guarantee against loss on the floating of the Land bill loan, part for Irish education and part for economic development.

DEATH REVEALS MARRIAGE

Schoolteacher Wanted to Keep Secret Until Summer Vacation.

The death in Jersey City last Monday morning of a public school teacher of Harlem who was known to her pupils and fellow teachers as Miss Mary Brown was followed yesterday by the announcement that for five weeks she had been the wife of John McLaughlin, a clerk employed by the New York Central Railroad.

McLaughlin, who formerly lived in Eastchester, N. Y., was a nephew of the late Dennis McLaughlin, formerly County Clerk of Hudson county, N. J. His folks are well-to-do.

They rented rooms from Charles Denckebart at 80 Mercer street, Jersey City. Mrs. McLaughlin kept up her school attendance. She hoped to keep her secret until after summer vacation, when she expected to resign and go to her home in Eastchester.

Mrs. McLaughlin was taken ill early last week and didn't go to school after Wednesday. Dr. Edwin K. Dunkel was called in on Friday. Her condition became so alarming Sunday that Dr. W. T. Bull of this city was summoned for consultation. He advised an operation, which he performed at 2 o'clock on Monday morning.

He found that the intestines had been perforated and that gangrene had set in. McLaughlin remembered that his wife had swallowed a black-headed pin about a year ago, but Dr. Bull was unable to find it. Mrs. McLaughlin died half an hour after the operation.

Before she became unconscious she requested her husband to make a public announcement of their marriage. Her immediate relatives had already been taken into her confidence.

McLaughlin left Jersey City yesterday with his wife's body for Binghamton, N. Y., where her family lives.

POOR'S WIFE IN STOCK FIRM.

Husband Trying to Make Good What Went in Marquand Failure.

A notice was sent out over the ticker in Wall Street yesterday that S. B. Fitz-Gerald, a member of the Consolidated Exchange, had formed a partnership with Bessie H. Poor, wife of Frank B. Poor, a special partner under the name of S. B. Fitz-Gerald & Co., with offices at 32 Broadway, and that Frank B. Poor was manager for the firm.

The firm of Marquand & Co., which failed so disastrously shortly after the Seventh Avenue Bank failure, was said to be a partnership between S. B. Fitz-Gerald and Bessie H. Poor.

"My own debts were small, but those of the firm were large and the assignee has not yet straightened out affairs, although two years have elapsed. My one aim during these two years has been to get to work again and to make enough money to pay my just debts, but I couldn't do this in my own name on account of legal difficulties."

"My wife and I gave up all the money we had, but we had some good friends in Wall Street, Stock Exchange members, and they had confidence enough in me to advance the necessary money to my wife. It is a pretty good sign when a man who is pretty nearly down and out can get ten or fifteen or twenty thousand dollars and make a fresh start."

TWO GONE FROM ORANGE.

Friends and Relatives Fall to Account for Absence of Mrs. and William.

ORANGE, N. J., April 1.—A mild sensation has been caused in Orange by the unexplained disappearance of Edward F. Maher of 10 Bell street. Mr. Maher is well known and was prominent in theatrical affairs. He is talented and is the originator of a number of fancy dances and has made hits in the Columbia Theatre in amateur productions. He is 35 years old and was married about fifteen years ago. His wife is a well-known soprano singer in the choir of St. John's Church.

Miss Anna F. McGarry, a clever young actress, who has won laurels in the Columbia Theatre, is said to have been missing from her home 7 New street, Orange, for more than a week. She is 19 years old and very attractive. No one could be found at the McGarry residence to-day, but a neighbor said she was reliably informed that no word had been received from Miss McGarry since she went away and that her relatives had no idea where she was or what her reason for leaving town was.

COUNT ZBOROWSKI KILLED.

FORMER NEW YORKER VICTIM OF AUTO ACCIDENT IN FRANCE.

Fourth of His Family to Meet Sudden Death—Well Known Here as a Daring Sportsman—His Wife an American Woman, the Divorced Wife of Baron de Stuers.

Special Cable Dispatch to THE SUN.

MONTRE CARLO, April 1.—Count Elliott Zborowski of New York was instantly killed to-day while taking part in an automobile race from Nice to La Turbie. Zborowski was a well-known automobilist. He finished fourth in the Paris-Vienna race last year.

Baron Delaigue, who was an expert motorist, was acting as Count Zborowski's chauffeur. His injuries proved fatal later.

The accident occurred on the same spot where Baron de Stuers, a German automobilist, met his death on March 30, 1902. Count Zborowski was the fifth starter. He drove a Mercedes car, which is manufactured by the Daimler company, in which he was a large stockholder. The Count said he was determined to win, but it was noticed that he appeared nervous at the start.

The car took the first turning too fast and smashed into a rocky wall. The machine was shattered to pieces.

Count Zborowski's death must have been painful. His skull was crushed in a frightful manner and his neck was dislocated.

The course chosen for the race was a very difficult one. It included a number of sharp turns and steep inclines. The fatal bend was practically a right angle.

It seemed to the onlookers as if Count Zborowski either had attempted or was unable to turn the machine, which appeared to be travelling sixty miles an hour.

Countess Zborowski was waiting at La Turbie for the conclusion of the race, and had arranged to take luncheon with her husband there. The racing was immediately abandoned.

Countess Zborowski was greatly chatting with friends when the news of the accident was told her. Her grief was pitiable when she realized that her husband was dead.

Previous to the accident to Count Zborowski, another competitor, Baron Gastaux, met with a disaster. When approaching the same corner his machine skidded and he and his chauffeur were hurled into the air. When they fell they lay motionless and the spectators thought they were dead.

Neither of them was seriously injured. Mr. Johnson, secretary of the Automobile Club of Great Britain, witnessed the accident to Count Zborowski. He attributes the disaster to the Count not having sufficient opportunity to gauge the speed of the machine, the result being that he misjudged the pace at which the angle could be taken. Mr. Johnson did not think the former dangerous if properly handled, but it was a physical impossibility at the speed Count Zborowski was travelling to stop the machine.

Although the racing was abandoned after the accident those who had started ahead of Count Zborowski finished, not knowing what had happened. The winner, M. Helminius, created a record for the course, which was 154 kilometers long and nearly all uphill, covering it in 14 minutes 26 seconds. The cars were started at two-minute intervals.

The death of Count Zborowski is the fourth of a series of sudden deaths that have come to an interesting family.

The Zaborzskis, as they commonly call themselves here, are supposed to be direct descendants of John of Kinloch of Poland. The progenitor of the American branch, who called himself Albert Soborowski, came to this country about 1850 and settled on the east bank of the Hackensack River, opposite the present town of Hackensack.

The name of the family changed to various forms until it became Zaborzski. Three brothers Zaborzski became well known in New York nearly a generation ago. They were Christian Andrew, John Jacob and Martin. The latter was Count Zborowski's father.

There is a story, probably wholly without foundation, to the effect that an Irish Lord once called upon heaven to prevent any male Zaborzski from dying in bed. Strangely enough, the Count's father and two uncles did meet sudden deaths.

John of Kinloch, a Polish nobleman, was killed by a New York, New Haven and Hartford train on July 16, 1879, near his home in Morrisania. John Jacob was drowned in his own millpond in 1877. He was one of the first Croton Board Commissioners. Martin was stricken with apoplexy when he appeared to be in the best of health and died before a physician could reach him.

Martin Zaborzski before his death had assumed—or resumed, according to his claims—the name Zaborzski. He had increased largely the fortune left him by his father. His marriage to a descendant of Gouverneur Morris had also added to his wealth, and his large estate at his death included 100 acres and a mansion at Mount Hope.

He also owned property all over the city, among the holdings being the plot on which the Broadway Theatre stands. Martin left only two children. One was a daughter, Anna, who married Charles, Count of Montauville, Baron of Ponthieu.

Countess Zborowski, who was a French Deputy from the Department of Cher, to her Martin Zaborzski left \$100,000 and some of his New York real estate. Most of the rest of his real estate went to the son, William Elliott.

William Elliott, or Elliott, as he called himself and was called by his friends, was a member of the Newport set and became well known as one of the most daring riders of all the hunt clubs around New York.

He was the first to buy a motor car in Melton Mowbray in England and astonished everybody by his feats of horsemanship. Once he got up an electric light pole and was seen to descend it on his own estate. The race was won by Fred Burnaby, the war correspondent.

About ten years ago he married the divorced wife of the Baron de Stuers, who was in 1892 Minister from Holland to France. She is an American woman, the daughter of James Garay of St. Louis. She is a granddaughter of William B. Astor. Zborowski met her at Newport and soon after that her marriage to Zborowski followed.

Since his marriage Zborowski had lived abroad. He kept up his riding, hunting and other sports and became an ardent automobilist. He never was known as a Count while he lived here, but a man well acquainted with the Zaborzskis said that he had discovered that the title had descended to him and got the consent of the Polish Government to take it.

The Count's nearest relatives in New York are cousins. One of them is Andrew Zaborzski of 715 Fifth Avenue. A second cousin is Mrs. Martin E. Greene.

One Way West is via the Pennsylvania Railroad, the natural short line to Chicago and St. Louis. Many fast daily trains.—Ad.

MORTGAGE TAX ABANDONED.

Result of a Conference Between Gov. Odell and Republican Leaders.

ALBANY, April 1.—The best information obtainable indicates that Gov. Odell's Mortgage Tax bill will not be pressed for passage and that the Republican Senators and Assemblymen will meet in caucus after the adjournment of their respective houses to-morrow and rescind the caucus action taken two weeks ago, when the bill was made a party measure.

There was a long conference in the Executive chamber to-day between Gov. Odell and Lieut.-Gov. Higgins, Speaker Nixon, Senator Ralnes, Assemblymen Rogers and Burnett and Col. George W. Dunn, chairman of the Republican State Committee.

They discussed the question of final adjournment and the disposition of pending legislative matters, including the Mortgage Tax bill. It was determined that an effort be made to effect final adjournment by April 17, if possible.

It seemed to be the general opinion at the conference that a direct annual mortgage tax should be abandoned. But there was talk of a substitute single tax on mortgages, such as a recording tax, and the exemption of mortgages otherwise from taxation.

It seems to be the opinion that Senator Platt's friends in the Legislature will push Assemblyman Bensen's three-platoon police bill now pending in the Assembly Cities Committee.

The Governor received the Thousand-Ton Barge Canal bill and the Excise bill to-day, but he does not expect to act upon them immediately, he says.

MILLIONAIRE DAY LABORER.

Charles H. Smith, Worth \$2,000,000, Decides to Quit Hard Work.

SPRINGFIELD, Mass., April 1.—Charles H. Smith has been the possessor of \$2,000,000 for thirty years, but has until recently worked as a laborer. Smith, who came to Springfield from East Windsor Hill, Conn., last fall, is the son of Erasmus Smith, who died in California when his son, who is now 33, was about 3 years old. His father staked out a mining claim and was killed. The mine was sold for a large sum and \$2,000,000 was deposited to the credit of Charles H. Smith in Hartford banks.

Smith was cared for by an aunt of thrifty tendencies, and since he became of age has worked on farms and as a day laborer. For the last few months he has assisted W. Fortier, a blacksmith in this city.

Several years ago Smith drew \$2 from the bank. Not long ago he bought a piano and lately a horse and carriage. The desire to spend money grew upon him and he bought a 300-acre farm in Feeding Hills for \$10,000. Smith says that he will quit working for others now and retire to his farm.

JURY SEWAGE FOR OUR BAY.

Mr. Passes and Gov. Murphy Says He Will Sign It.

TRENTON, N. J., April 1.—The Senate to-day passed the Boyd bill for a trunk sewer emptying into New York Harbor. The House concurred in the Senate amendments. There were only two dissenting votes in the Senate and six in the House.

Gov. Murphy announced that he would sign the bill immediately upon receiving it. The Legislature adopted to-day the resolution to adjourn at noon to-morrow, and to clear the calendars both branches decided to remain in session as far into the morning hours as might be necessary.

Another bill passed was the one providing for the annexation of the borough of North Plainfield to Plainfield.

Gov. Murphy to-day appointed three former Governors of New Jersey, John G. Griggs, George Werts and Foster M. Voorhees, to constitute the commission authorized by the Legislature to inquire into and report on the proposition to abandon the Morris Canal.

DR. LORENZ COMING BACK.

He Will See on April 17 Whether the Armour Child Has Been Cured.

CHICAGO, April 1.—The breaking of a plaster cast will tell whether little Lolita Armour is to be a cripple for life or sound in body. Her parents, Mr. and Mrs. J. Ogden Armour, are spending anxious hours, for on April 17 the question will be determined.

On that day Dr. Emil Lorenz, the famous Vienna surgeon, who came to this country especially to treat the little heiress, will return and break the cast that he wove about the cripple's leg.

Surgeons who have studied Dr. Lorenz's method are convinced that the patient is cured.

"I expect Dr. Lorenz on the 17th of this month," said Mr. Armour to-night. "At first we intended to take Lolita to Vienna, but business matters interfered. I have arranged with the doctor to come to this country again and complete the operation he so splendidly began. I have confidence that our little one will soon be well."

SEEK REFUGE IN LOUISIANA.

French Religious Orders Would Like to Come to This Country.

NEW ORLEANS, April 1.—Bishop Rouzel, who is in charge of the archdiocese of New Orleans in the absence of Archbishop Chapelle, says that he is flooded with applications from the religious orders of France, which are desirous of establishing themselves in Louisiana. This he attributes to the fact that French has been almost the official tongue of the Louisiana Catholic clergy and that nine-tenths of the Catholic priests in the diocese are of French birth.

Bishop Rouzel has declined to take action in the matter of these applications and will wait the return of Archbishop Chapelle, who will pass on them. He expressed the opinion, however, that there was no room in the diocese for these orders. Secular priests are needed, but they must be able to speak English.

Bootblack Gets a Foundling Ant.

A man in an auto steamed up to the ferryhouse at the foot of East Thirty-fourth street at 11 o'clock yesterday morning and asked Angelo Martello to watch his machine for him. He hadn't returned last night and Martello turned it over to the police.

Burnett's Cigarettes catches the irritated scalp, removes dandruff, gives rich lustre to the hair.—Ad.

ODELL GETS HIS PIER CHEAP.

UNLESS THERE ARE CONSIDERATIONS NOT EXPRESSED.

The Administration Unanimous in Giving Him What He Wants—It Isn't Got All It Wants Yet at Albany, but Risks It—Brooklyn Offered More.

Gov. Odell's pier lease was passed by the Sinking Fund Commissioners yesterday. Comptroller Grout's change of heart was manifested in his eagerness to speak for the contract. When the report of Engineer McLean of the Finance Department had been read the Comptroller said:

"It seems to me there are many reasons for granting this lease and none against it."

Mayor Low asked Dock Commissioners Hawkes how much money the Odell company would spend for improvements on the docks.

"They will make good improvements," said the Commissioner. "If they build an office building at the end of the pier, the improvements will cost \$60,000."

President Forbes of the Board of Aldermen remarked that the city ought to encourage improvements. City Chamberlain E. R. L. Gould said he was satisfied that the contract was businesslike. Then as the roll was about to be called John E. Brodsky asked the Commissioners to consider a proposition which he wished to make. It was in writing, and the clerk read it, as follows:

To the Honorable the Board of Commissioners of the Sinking Fund of the City of New York:

GENTLEMEN: On behalf of a client of unquestioned responsibility, I hereby offer to accept a lease of Pier 21 North River, for the term of twenty years, at an annual rental of \$35,000, payable in such manner as may be required; or, if such term cannot be agreed upon or granted, my client will accept a lease of such pier for a term of ten years, with renewals covering such period at the same annual rental.

Gov. Odell's offer is \$31,700, but there may be additional considerations "not expressed," as they say at the Register's office. There are administration bills pending at Albany.

"Who's your client?" asked Comptroller Grout.

"I am not at liberty to divulge his name," said Mr. Brodsky.

"Will he make improvements on the pier?" asked President Forbes.

"Yes, the same as the other people will make," said Mr. Brodsky.

"What trade is your client in?" asked Comptroller Grout.

"In the foreign trade," said Mr. Brodsky. "Then where will the Hudson River business go?" asked Mr. Grout.

"I don't care where it goes," said Mr. Brodsky.

"We can't consider a proposition like that," said the Comptroller. "Besides, the present lease has six years' lease to run."

"That is the reason I cannot tell you at this moment who my client is," said Mr. Brodsky. "If you will postpone action on this matter I am satisfied you of his good faith and responsibility."

"It's unbecome," said Comptroller Grout. "If you were in good faith you would give us his name."

Mr. Brodsky undertook to say more, but the Mayor nodded to the clerk to proceed with the roll call, and the vote for the Odell lease was unanimous.

COUNTY JUDGE NASON MISSING.

He Disappeared From His Home in Troy on Monday—No Clue to His Whereabouts.

TROY, April 1.—The mysterious disappearance of County Judge Henry T. Nason has greatly excited the community. Parties have been prosecuting a vigorous search throughout the outlying country all day, but no trace of him has been discovered.

Justice Howard, when the news of Judge Nason's disappearance was communicated to him this morning, adjourned the session of the Supreme Court and joined the Sheriff, Surrogate Heaton, District Attorney O'Brien, Charles S. Francis and others in planning a systematic search.

Judge Nason was last seen on Monday morning at his office. At about 11 o'clock he informed his clerk that he was going to Albany to dine with Judge Henry Newcomb, a classmate at Yale, and with whom he travelled extensively in Europe several years ago. From that time nothing has been seen of him. Mr. Newman was seen in New York yesterday and said he had had no appointment with Judge Nason and had not seen him for nearly a month.

Judge Nason is 37 years of age, about 5 feet 7 inches in height and weighs 140 pounds. He is the son of the late Henry Nason, for many years a professor at the Rensselaer Polytechnic Institute, and a grandson of Judge John Jay.

He has been a victim of insomnia and of a nervous mind, which it is believed affected his mind.

MINIMUM WAGE LAW INVALID.

Indiana Supreme Court Says It Destroys Liberty of Contract.

INDIANAPOLIS, April 1.—The Legislature of 1901 enacted a law, at the demand of union labor, which provided that no one employed on work done for counties, cities or towns should receive less than 20 cents an hour. The Supreme Court to-day held the law to be unconstitutional, as it interferes with the liberty of contract.

Judge Jordan delivered the opinion of the court and said that no sufficient reason could be given why labor should receive an unalterable wage and everything else be left to be governed by supply and demand, and if the Legislature had the power to make a minimum rate of wages it could fix the maximum rate and might also regulate the price of flour, wheat and corn.

The court concludes that the counties, cities and towns of the State stand upon the same footing as private corporations and cannot be compelled to pay for any species of property more than its market value.

NEGRO ORATOR WINS AT YALE.

The Ten Eyck Prize Awarded to a Colored Youth From Arkansas.

NEW HAVEN, Conn., April 1.—William Picken of Little Rock, Ark., won the Ten Eyck prize to-night in the oratorical contest in the College Street Hall. He is colored. He is the first colored student to take a prize at Yale. It was said to-night.

The Ten Eyck prize is \$100. There were four others in this contest. Picken's subject was "Hayti."

OXFORD-CAMBRIDGE ACCEPTS.

Cables Reply Answering Harvard-Yale Athletic Challenge.

LONDON, April 1.—C. N. Jackson, secretary of the Oxford-Cambridge Athletic Club, to-day cabled an acceptance of the Harvard-Yale challenge for an athletic contest.

CENT A WORD—WIRELESS.

De Forrest Folks Say They'll Be Doing Business in Sixty Days.

CHICAGO, April 1.—Commercial wireless telegraphy at a rate of one cent a word from Chicago to all the principal cities in the United States will be a fact within sixty days if the present plans of the American De Forrest Wireless Telegraph Company are carried out. A statement to this effect was given out to-day at the Chicago office of the company by Abraham White, president of the corporation, and Dr. Lee De Forrest, the inventor.

"We have purchased a tract of ground from the Northwestern University in North Evanston," said Mr. White. "The tract will erect a station 210 feet high. Our engineers are expected to arrive to-morrow and work will be begun at once. It will take about forty days to erect the station. We expect to have it in operation and to be sending messages to Detroit, Cleveland, Buffalo and places on the Atlantic coast inside of sixty days."

DIED TO AVERT A WRECK.

Railroad Conductor Gives His Life to Save the Cannon Ball Express.

RICHMOND, Va., April 1.—Yard Conductor T. J. Wood of the Atlantic Coast Line, who was supposed to have lost his life